



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Pollock Pines, CA	<b>Accident Number:</b>	LAX03LA019
<b>Date &amp; Time:</b>	11/02/2002, 0910 PST	<b>Registration:</b>	N2616B
<b>Aircraft:</b>	Bell 47G-2	<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Analysis

During initial climb from a 3,500-foot mean sea level plateau, the helicopter's skid collided with a 3-foot-high bush. The helicopter yawed and impacted the ground. The pilot reported that the collision occurred after he had increased the helicopter's collective pitch and accelerated to about 20 knots, thereby starting to acquire effective translational lift.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate obstruction clearance during initial climb, which resulted in a collision with vegetation.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

### Findings

1. TERRAIN CONDITION - HIGH VEGETATION
  2. (C) ALTITUDE/CLEARANCE - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ROLL OVER  
Phase of Operation: TAKEOFF

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	39
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter
<b>Flight Time:</b>	313 hours (Total, all aircraft), 90 hours (Total, this make and model), 217 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Bell	<b>Registration:</b>	N2616B
<b>Model/Series:</b>	47G-2	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	D. C. Rotor & Wing	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	VO-435-A1F
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	AUN, 1531 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 110°
<b>Temperature:</b>	13° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Pollock Pines, CA	<b>Destination:</b>	Rancho Murieta, CA (RIU)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	38.722778, -120.601667		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	WAYNE POLLACK	<b>Adopted Date:</b>	10/28/2004
<b>Investigation Docket:</b>	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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